

Prade bicycle has been frequently discussed and various estimates, ranging from \$25 to \$50, have been made. But the actual cost of manufacture has been a closely-kept trade secret. A recent fire in Boston, by which the warehouse of a prominent manufacturer the was destrayed, together with several hundred high grade wheels, brought to light the sepret in the settlement of the insurance. When the underwriters came to settle they availed themselves of their privilege of doing so at the full cost of the property. It was parefully calculated from the concern' books, and to the astonishment of the wheel men among underwriters it turned out that companies only had to pay \$33 as the cost which is sold at retail for the Brmly maintained price of \$100.

The revelation that this company's bleyeles are worth when completed only \$33 apiece shows how enormous are the profits that are being wrung out of the packets of wheelmen.

Racing with motor cars on some of Omaha's streets, particularly on North Twentleth and Leavenworth, is a common practice among scorchers. The fate of one of their kind in Baltimore may interest those whom luch has hitherto preserved from mutilation. "Lt B. Andrews, a cyclist who had a reputation as a scorcher," says a Baltimore dis-patch of the 22d uit, "met a terrible death this aftermoon while racing along the York road with an electric car. He was returning read with an electric car. He was returning from the ball game and was encouraged to race with the car by the crowd that filled it. The motorman put on full speed and there was a neck and neck race for some distance. While descending a steep hill at a terrible pace Mr. Andrews front wheel was roticed to turn suddenly and the rider was thrown the handlebars directly in front of the

The motorman made an ineffectual attempt to check the speed of his car, but the front wheels passed over the young men nearly cutting him in two. He was dead when his dismembered remains were picked up by the police and sent to his home."

A boy on a blevele and holding one end of a chain at the other end of which was a vicious-looking buildog passed down Chestnut street, Philadelphia, the other afternoon. At Ninth street something occurred that spoiled the boy's fun completely. The rear wheel of the bicycle had picked up a piece of raw meat that stuck to the tire. The dog smelled the meat at once. He snapped at it, as it came around, but missed it. On the next revolution he was more successful. and got not only the meat, but a mouthful of wind from the tire. His sharp teeth had punctured the tire beyond the possibility of repair. The wheel wabbled to one side and the rider shot over the handle. The boy, more frightened than hurt, picked himself up and, with his broken wheel and the deg still holding fast to the meat, disappeared down Ninth street.

The bicycle has entered the city canvass in (Waco, Tex., as an important adjunct to those candidates seeking to attend several ward meetings the same night. To neutral-ize the advantage possessed by the wheelmen some of the other candidates have secured fast moving horses. The bright moon, the good weather and the nearness of election day cause nightly meetings in all the wards These meetings begin about 8 o'clock and close at 10:30 p. m., so that an active candidate can speak at several of them the same

Amusing races have occurred in several The dealers in wheels congratuhere after increase demand for bicycles. It the handle bar, it is claimed that this made not all te in the city that the wheels have chine is capable of great speed. It is parcome into use as a means of covering distance in the interest of a candidacy. Tiese riding over rough roads. Means for regulatseeking election in the county democratic primaries, to be held May 16 next, have several of them mounted wheels and may be etal of them mounted wheels and mar be descent lamp at night. The apparatus is seen spinning over the prairie wards, halt-said to be inexpensive and can be easily ang at the tences to canvass the farmers and applied or removed without the slightest

mail up cards. One candidate appeared at two meetings the same night fifteen miles apart and the day rode his wheel from West to Mcwhich is nearly longitudinally across an county. The swift-goers on the McLennan county. wheels are matched pretty well by the horse-men. Two of the candidates dislain the lightning speed methods of the wheels and fast trotters and prefer riding patient, slow footed, but absolutely sure burros. They have secured rood mounts in burros and they go along at a gentle pace with camping equipments in their saddles and are at small expense. They sometimes speak from the back of their donkeys.

As a matter of local pride, and to preserve unsulfied the honor of this city, wheelers to a man, and weman, too, should utter a hot howl against the insulting practice of a Chicago cycle school. The professors teach the wheeling art in what is known as Battery D academy. Among the accessories in the school is an ancient bike, of the vintage of '91. It weighs sixty pounds, and is received for the use of fleshy men and women. When wobbling under a mountain of flesh it creaks and groans and longs for death, or the retired list. But its mechanical agonies touch no to der heart, and it continues its daily and nightly round of burdens bearing, in addition, the title, "The Omaha flyer," Away with it! Spread bot-tles on its track. Put tacks on the floor. Do anything and everything to avenge the

Following is the program of the Louisville MONDAY. Morning-Registering visitors and issuing

credentials (this department will be open all Afternoon-Visit to Fountain Ferry track. Evening-"Smoker" at Fountain Ferry park. Pionic, possibly, at Phoenix Hill park.

TUESDAY.

Morning-Runs about the city, to the Morning—Runs about the city, to the parks and to the knobs back of New Albany.

One who weighs 100 pounds.

An umbreila helder for bicycles, simple and light in weight, has just been placed on Century run to Frankfort.

Afternoon-Visits to the stock farms and

other points of interest near the city. WEDNESDAY.

Morning-Kentucky division business meeting at Jacob park. Afternoon-Annual parade of League of

American Wheelmen out the boulevard. Watermelon feast or barbecue at Fountain Ferry park.
Evening-Open house at the Iroquois club. THURSDAY.
Morning-Trial heats for races. Runs to

Jeffersontown, Middletown, Mount Washing-ton and Shelbyville, Afternoon-Races. Evening—Great manufacturers' pageant. Ball at the Auditorium. PRIDAY.
Morning-Trial heats for races. Visits to

e tobacco breaks. Afternoon—Races. Evening—Steamboat excursion, for League American Wheelmen members only. SATURDAY.

Morning-Trial heats for races. Afternoon-Races. Evening-Louisville by gaslight. Railroad excursion to Mammoth cave.

SUNDAY SUNDAY.

Start of tours to Prankfort, Lexington, Paris, Maysville, Bardstown, Gethsemane Abbey, Perryville, High Bridge and Shakertown; Mammoth cave.

WOMEN ON THE WHEEL.

Stylish Costumes and Novelties Seen on the Road.

The modified divided skirt, which is so

The actual cost of manufacturing a high ride the diamend frame without any in-

convenience or ungraceful effect. Costumers, both native and are all racking their brains to contribute quota of comfort to the beyele get-up. Among the novelties is the girl's get-up. yele glove, which is really a modificaof a driving glove, the paim being strong leather to withstand the wear tear of the handles. It comes in all fora to match all the costumes, and is a boon, as riders know to their cost little staying powers the ordinary clove possesses when in contact with the

Another novelty recently introduced is a from the beit. Its mission is to hold change, ckets and all other little et ceteras which och can stow away in some of their nuous peckets. Though, perhaps, conventent, it does not seem a very secure method of carrying small valuables, as, in the rapid motion of the wheel, these little attachments

nay often drop off. The new bicycle boot has a great many rec ommendations. In the first place, as it caches away up to the knee, it does away with the necessity of wearing gaiters and ves much more liberty and foot motion. is usually made of tan leather, in the different shades, and laces up the middle to the knee, where greater security is given by means of a strap crossing from side to

Some of the new sweaters, put on the market by enterprising manufacturers, for wheelwomen, are pretty enough for Dly dressy eccasion. Under-arm and shoulder seams are the only ones used in their construction. They button invisibly on the right The neck is finished with a high tanding collar, which has happily supplanted he ugly and old fashioned roll-over collar, long an adjunct of the sweater. this waist the short, double-breasted reefer looks well.

inventive manufacturer has put a novelty on the market, which he hopes may appeal to the bicycle woman. It is a kind of half hoop arrangement, adjusted to the ont of the skirt. It is supposed to keep down and prevent it from shifting and owing about. But it does not seem like thing that will charm many riders, notwithstanding its recommendations.

About hats there seems to be no cut and dried fashions for the bleycle girl. She invariably adopts what is most becoming to her, and there really is a large collection, all of which look well, to select from There is the derby, the Alpine, the sailor the Inverness, the Tam O'Shanter and the ordinary English traveling cap. Silk waists, in all colors and designs, will

be popular during the summer days. They are cool, durable and inexpensive, and for tourists more useful than the shirt waist, as they do not require to be laundered.

FAD NOVELTIES.

Various Devices Brought Out by the Wheel Craze. A New York man has perfected an elec-

tric bicycle having a storage battery, a motor and a switchboard, and which is regarded with much favor in wheeling circles The battery, known as the dry chloride, weighs fifteen pounds. This, applied to a wheel with a motor and switchboard, brings the weight of the wheel to sixty pounds, which is much lighter than any of the devices used in previous experiments. The battery and motor are attached to the bars belate themselves that political excitement will low the saddle and the switchboard is near the handle bar. It is claimed that this maing speed are provided and, if desired, the electricity can be used to light an incanjury to the whe A simple shield has been placed on the

narket to prevent trousers from being caught between the chain and wheel. It obviates the necessity of leg bands and permits one to ride in ordinary attire. A bleyele fire engine has appeared in Paris. The machine has the appearance of two

fandem wheels coupled with a single steer frames are the hose reel and a rotary pump The whole outfit weighs less than 140 pounds, and four experienced wheelmen can push this along faster than any other fire engine ever went. The foot power of the four men propels the machine to the scene of action, and when once there the same power pump the water. After the arrival at the scene each naking the change. One raices the back f the machine on a leg, allowing the rea One raices the back wheels to revolve freely. He also throws the pump into working order, and the others have unreeled the hose and made the coup-ling connections. Taen jumping into the saddles again the energies of the men are saddles again the energies of the men are directed to pumping. About 4,500 gallons of water pers hour can be thrown between 75 and 100 feet in the air. The rapidity with which this machine can be propelled to fire and also with which it can be put into ittle and also with which it is also be built it. It is two great advantages. It wo or three minutes after its arrival all the necessary changes can be made and the ma-hine is putting a stream over the roof.

Among the new bicycle seats is an auto-matic saddle, consisting of a carrying bar which crosses the regular saddle bar, to which closes the regular same which it is attached at right angles. Upon this bar are two seats that work automatically, adjusting themselves to the form of the rider and the movements of the limbs. By a screw under each seat the oscillation of the saddle can be regulated to any pitch the rider desires. It is claimed that this seat is as comfortable as an old-fashioned rocker and, being adjustable, is as readily adapted to the rider who weighs 300 pounds as to

sale. It is a tubular support, attached to the crossbar, into which the umbrella handle can be inserted. It is designed to give ample protection from the sun and can be stored

when not wanted. A wheel constructed to permit the rider to sit upright was exhibited in New York It has a triangular frame, two sides of which are formed by the front and rear forks, with the seat on the apex. In steering the front wheel is turned as in the ordinary safety, but the handle bar passes behind the rider and a little lower than the seat, while the leg and foot press down on the pedals, the shoulders are thrown back. the body is erect and the arms pulling up against the foot double the power applied to the pedal. Another feature is a seat as broad and flat as the seat of a chair. The advantages of this wheel for hill climbing is

said to be very great.

The bicycle has been held responsible for many things, some good, others not so, but now comes a western inventor who attrib-utes to the wheel his claim to having dis-covered the principle of perpetual motion. His machine is an inverted bicycle. "The principle" is applied to the front wheel from a small wooden box. A narrow opening in the box admits the inflated tire and the mechanism drives the wheel. The box is locked, but the wheel revolves from one hour's end to the other at the rate of nearly 100 resultions.

100 revolutions a minute, A bicycle saddle with a rest for the back is one of the late patents of a Dresden manufacturer of bleyele fittings. The advantages claimed for this saddle are that the back rest may be fastened to remain in a certain position, but it will automatically collapse as soon as the rider rises from the saddle.

joing the rim. The inside of the rim and the tubes may be cleaned with either the cancave of convex brush. The concave brush is excellent for taking away the dirt from the axies of the wheels, without placing the hands within the spokes, and the cylindrical brush is most valuable in cleaning the places. between the spokes near the axle, the chain and many of those parts which could heretofore only be reached by taking the wheel apart. The cylindrical part of the brush can be detached, and the entire appliance is so small that it can be placed inside of the tool bag without trouble. It takes but little space, and weighs less than two ounces. These brushes are made in various lengths o fit different makes of tools boxes, but the nger the wooden handle the better the

Whisperings of the Wheel

Local wheelmen have been compelled to patrocize the street cars a great deal during the past week, as it has been almost impossible for them to ride their wheels owing to the wet weather. The writer, just to satisfy his curiosity, counted the men whom he knew to be wheelmen coming down town to work in a Sherman avenue motor car Friday morning last and found that there were just an even dozen, which meant an extra 60 costs that the street railway company would ot have got had it not been for the rain One can therefore readily realize why strest railway people do not look upon the alvent of the bicycle favorably and why they will not allow a wheelman who has been unfortunate enough when out for a little to carry his broken wheel home on the car-

It is refreshing to learn that if Zimmer man cannot beat the Australians there is one American who can, and that this one was formerly a resident of Omaha and learned to ride the wheel in this city. "Soliler" Martin's encess in Australia makes us It might be well to say here, for the benefit of those who were not interested b) cycling five yars ago and who have conce taken up the sport, that Martin was a pri-vate in one of the companies at Fort Omaha in 1891 and that he rode his first bicycle race in the old Collseum during that year. It was a 100-mile amateur race, held under the auspices of the Apollo Cycling club, an organization that was composed of Omaha's fastest wheelmen in those days and that has long since become a thing of the past. Martin won the race easily and surprised even doing. After that trained faithfully and improved so much that he decided to join the professional ranke, which he did, and after defeating many of the fastest "pros" in the west se-cured his discharge from the army and went east, where he won a number of important races. Last year he wont to France, where he also showed up well against some of Europe's fastest riders. He is now 5: Australla and seems to have little trouble it defeating men that Zimmerman falled to vanquish. He was known in the east as Plugger Martin, but in Omaha was dubbed the Jack-knife on account of the peculiar position he had on a wheel, being doubled up almost like a jack-knife

The \$12 Japanese bugaboo has again reared its bristly head on high and the daily press has taken up the cry. How long will this impossibility inflict itself on the reading public of the country? The limit has been cached in low prices when the dry goods store, the butcher, the undertaker and the man sell alleged bicycles for \$30 or thereabouts, and we may safely rest another year before the invasion from the Flowery Kingdom.

umber of her pelicemen on bicycles. Their duties will be to look after fast riding and driving on the boulevards and places where this sort of thing is most liable to occur It would not be a bad idea for Omaha's Fire and Police commission to purchase a few bicycles, train up some of their "cops" and have them look after the scorchers that frequent Sherman avenue and the Nineteenth street boulevard. If a few of these violaters of the city ordinance, which prohibits a wheelman riding in the city limits at a rate of speed greater than twelve miles per hour, were arrested and made examples of t would put a stop to this sort of thing.

Since the demise of the inglorious class B, and the formation of a pure and simple out-and-out class A, or professional, every professional who has an eye to gold looks longingly toward the fat purses which are by the European countries, and in particular. Since Zimmerman's france in particular. year with heaps of money and all the honors that Italy, Germany, Belgium and France could offer, all the rest are thinking of going and securing their share. the "Yankee Volante," who could not, however, come many races in ahead f Zimmerman, has now proven his undoubted superiority to the best of the French and other foreign racers.

and other foreign racers.

However easy it may look to go over and beat the French at this particular class of sports, there is one man in France who at the present time considered the fastest man that they have ever produced, and this is "little Michael."

The first contingent of American profeslonals who have gone abroad this year are now at Milan, Italy, training. This con-tingent consists of Thomas W. Eck, the veteran trainer, who is tecked upon as one of the greatest and is surely the veteran in his business, and has always handled the fast men. A. E. Wenig, the well-known rider and Johnson, who bore the name last year of the "White Flyer," and did work which opened the eyes of the cycling world, was one. He is the helder of the standing start, paced, one-mile record, the time being 1:50 also the standing start, paced, class B one atso the standing start, paced, the dependent of the standing start, paced, the one-third mile, 29; one-half mile, 251-5; two miles, 4:01; three miles, 6:09; four miles, 8:15 3-5; flying start, one-half mile, 25; Antone Johnson, a younger brother of J. S. Johnson; A. E. Wenig, Harry Huise of Toronto, ex-amateur champion skater, and Florence of Indiana-polis, are with the team on this tour; and Ray McDonald, who did good work in class B as Eddy Bald's team mate.

The aggregation contemplate coming back to this country about August 15, and will be on hand at the Ramblers' of Buffalo big Labor day tournament at Buffalo September 17. Before returning they will visit and race in England, Scotland, Ireland, Wales,

Germany, Holland, Belgium, France, Spain, Italy, Greece and other countries. Johnson himself will not go into many open races, but will race alone against the acknowledged champions of each of the above-named countries, and will also go for the standard record of each place. Wealg will also go into competition, and it is thought he will make a better showing than ever before. Johnson himself is looking for the little Michael's scalp, and will undoubtedly make warmer matches than that young flyer has

Charles Barnum has leased the old fair crounds and has had the half-mile track put first class shape for wheelmen who may wish to go through a course of bicycle training. He has also fitted up one of the large buildings formerly known as Floral hall, which will be used as training quarters. It contains bunks, lockers, shower bath and everything that goes to make up ideal traintng quarters. A competent man will be in charge of the place to see that the track and quarters are kept in good shape. Nearly all of the fast riders in the city will begin training there tomorrow, and as the place is open at all times to spectators the pleasant evenings will undoubtedly see a number out to watch the fast brigade work out for the

coming meets. John S. Johnson, the American rider now in Italy, has arranged two peculiar races with Jaap Egan, the cyclist and skater, and the winner of the Sattonstall trophy last year. One race will be on skates and the other on bicycles. The bicycle race will take place probably in Paris and the skating race in Hamburg. In case each wins a race the men will decide by toos whether the third contest shall be on the ice or on the

The modified divided skirt, which is so adroitly arranged that one can notice no singularity in its construction, is now universally adopted by women riders of all classes in the east.

It is made with a tablier front effect, beneath which fall the two divided skirts in such a way that when on the wheel the rider presents the same appearance as if she were the ordinary single skirt.

The great advantage of this skirt arrangement is that it permits a woman to

and dirt from the groovs where the tire American Wheelmen. The general impression is that the League of American Wheel-men has taken the professionals under its wings, and will foster in the future both the amateur and "pro" classes. This is not so. Professionalism is no more to the League of American Wheelmen or closer allied than it was last season, when the national racing board countenanced the sport by sanctioning ofessional events. Many years ago when the league took life

the interest of the members centered in amateurism, and this smandard was main-

tained until 1893, when the manufacturers began to cover fast riders to the extent that

the Racing board was compelled to take

some action pertaining to a classification of the riders. Many suggestions were proposed. but none with more wisdom and good sense than the theory advanced by the then chairman, Howard E. Raymond. He deemed it advisable that amateur and semi-amateur classes exist, and his theory met with unanimous favor; so much so, in fact, that rules and regulations drawn up by him were ac-Two years of class B sufficed. the last National assembly meeting there was a determined opposition to anything that savored of class B. It was decided to return to the old regime, but the idea had gone abroad that class B was turned into a professional class. This is not the case. Professionals are recognized by the League of American Wheelmen, which controls the class, but they are in no way a part of the organization, which has for its stand pure amateurism, that will be upheld if Racing board has to throw every suspic rider out of the class to accomplish their designs. Many wheelmen are also under the impression that professionals will be allowed to compete in road races with ama-teurs this year. This is not the case, however, and professionals will not have any more right to ride in road races with ama-teurs this year than they did last. A profeesional cannot compete with an amateur in any kind of a race regardless of whether the League of American Whelmen recognize the race or not, unless by special permis-sion of the Racing board, which can be had only when it is to decide the recognized champions of both classes, and then the amateur prize must be offered.

From present indications the roads will bardly be in shape for the annual joint re-of all the cycling clubs in this vicinity which was called for today. If they are, however the run will start from the Touriet Wheel-men's club rooms on Fifteenth and Douglas promptly at 9 a. m., and will be to Papil-lion, a distance of about twelve miles.

Tourists in the Saddle.

Last Sunday the regular weekly run was announced for Glenwood, Ia., and those who were there last fall with the club were building up their hopes on having a general good time, but alas! they were doomed to disappointment for Saturday night a heavy rain fell, which made the roads far from in-viting for a spin of fifty miles across the However, Messrs, F. W. Fitch, H. L. D. Erlen, W. H. Heyman and John F. Karling, in order to preserve the reputation of the Rainmakers (the name the Tourists were dubbed last year), started out with the club, which ventured as far as the Northwestern depot in Council Bluffs an hen returned home, continued on up to Glenwood, Mr. Fitch, Erion and Heyman making he return trip with their wheels, but Mr Seale preferred walking, and he is said t have taken this mode of traveling part of the way back. The other member of the party

Mr. Fitch tells a very interesting story that happened on the way home, while const-ing down one of the long bills. As they ached the foot of the hill several calvewere lying directly in their path, eeing the approaching wheelmen jumped over embankments and thus escaped in-juries, but a poor little rabbit who chanced o see them coming, in its attempt to jump out of the way, was thrown back in the road and "Bunny" suffered the same fate that a large dog did that attempted to cross ahead of Charles Wille while riding over the Dodge street course. Of course, misery likes com-pany, and while the latter gentleman suf-fered a few slight bruises he forgot all about his injuries when Lou Alams was tossed high up into the air in endeavoring to pass a team and tore a large hole in his day go to meetin' pants," but when all the irled to console the other by telling him om much worse "it might have been.

Today-weather permitting-(a stereotyped drase)-the run will be to Papillion, Neb., nice little spin of twenty-eight miles. You shouldn't miss it. All the clubs in the city, as well as those from neighboring towns. be there, having designated this heir stopping place for Sunday, May 2, and very large turnout is anticipated. joint run and fully as large a crowd is ex-pected to go this year as went last sumer, when the number ran up into the bun

The following list of called runs for May

will give ample opportunity for the members to prepare themselves for the longer ones which will follow later in the season. Cap-tain Spencer has designated the two runs to Florence this month as "Scorchers' nights," but he does not wish to convey the idea that every one who goes must necessarily search. Only those who wish to test thei speed and are always anxious to go just : little faster will be given an opportunity to do so on those evenings. The first divi-sion will probably be headed by "one of n," and the pace no doubt will be similar the blind run indulged in one evening ast fall, when Sam Howe and Leonard Hart son showed the rest of the crowd a "warm time." The second division will, however, confine its speed to a more moderate gait, and those who wish to enjoy a nice evening' ride need have no fears that they will unable to keep up, as it is the intention of the Tourists this season to ride leisurely on all called runs unless otherwise specially designated by the captain, in orde hat all may obtain pleasure and enjoyment is the ultimate result of their country trips twheel, which the club has adopted as the eading features of their trips for this sca

The Tourists' run card for the month of The Tourists' run card for the month of May includes many pleisant rides, as will be readily observed by a careful perusal of the following schedule:

Sunday, May 3, Papillion, round trip twenty-eight miles, joint run. Start 8:30

a. m. Tuesday, May 5, Fort Omaha, round trip eight miles. A chance to hear one of the famous Fort Omaha concerts. Start

Friday, May 8, South Omaha, round trip ten miles. A nice evening run. Start 7:15 Sunday, May 10, Hanthorn's lake, round trip thirty-two miles. Bring along your fish-ing line and enjoy yourself. Start 8 a. m.

Tuesday, May 12, Florence, round trip four-een miles. You should go. An enjoyable ime is assured all who attend. Start Friday, May 15, Council Bluffs, round trip

mede club quarters and meet a jolly set of wheelmen. Start 7:15 p. m. Sunday, May 17, Fort Calhoun, round

trip thirty-six miles. Some fine scenery and an enjoyable ride. Start 8 a. m. Tuesday, May 19, Mynster Springs, round trip fourteen miles. A chance to taste some excellent mineral water and a nice ride. Ask Russell, he will tell you all about it. Start 7:15 p. m. Friday, May 22, Ruser's park, round trip

miles. A short evening run. Sunday, May 24, Missouri Valley, round trip sixty-two miles. A chance to view some of Iowa's magnificent scenery and enjoy a od day's outing. Be sure and go. Start

Tuesday, May 26, Irvington, round trip sixteen miles. A favorite evening trip out of Omaha. Start 7:15 p. m. Friday, May 29, Florence, a round trip of fourteen miles and a visit to Omaha's large water works, the American Water Works company, one of the largest plants in the Sunday, May 31, Kreuse Mills, round trip twenty-two miles. A short run the day fol-lowing the Decoration day road race. Start

miss these runs. You will feel better for the exercise, and whether a member of the club or not, are always welcome on any run.
It is expected that the women will turn out on these short spins, especially vening runs. Heys bring out your meter it ou have one; if not bring somebody else's evening runs.

Are you wid us? You cannot afford to

The following members registered out last Sunday for the start to Glenwood: F. W. Sinulay for the start to Glenwood: F. W. Fitch, H. H. Neal, L. D. Erlon, L. Hartson, C. Wille, H. C. Hartry, H. Gunther, M. Lowe, Miss Collie Hample, Peter Peterson, Tom Spencer, R. A. Hayes, Ed Shrader, Jack Adams, D. J. O'Brien, Fred Guldner, W. H. Heyman, John F. Karling. Offer No. 12.

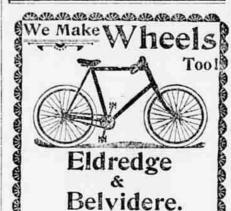
"Every time the \$5 mile road record broken in competition, on a Rambler bleycle fitted with G. & J. tires, we will present the holder with a valuable special souvenir." OFFER NO. 13.

"Every time the 25 mile road record broken in competition, on any bicycle other than the Rambler, but fitted with G. &. J tires, we will present the holder with a valuable special souvenir." OFFER NO. 14.

"To the holder of the 25 mile competition road record on December 1, 1896, if such record was made on a Rambler bleycle fitted with G. & J. tires, we will present a grand souvenir valued at \$150.00." OFFER NO. 15.

"To the holder of the above record on December 1, 1896, if made on any make of wheel other than the Rambler, but fitted with G. & J. tires, we will present a grand souvenir worth \$100.00." Watch for next week's offers. See F. M. Russell, 313 So.

Kalamazoo, Mich., is famous for celeryso as the home of Thos. Slater, whose ad-



They are the Lightest Running Wheels on Earth and Strictly High Grade. We Always flade Good Sewing

Machines! Why Shouldn't We Make Good B Wheels? QUALITY GUARANTEED

Rector & Wilhelmy Co., Agents,

NATIONAL SEWING MACHINE CO., BELVIDERE, ILLS. BOND TO SURE SURE SURE SURE

NEBRASKA GYGLE CO Omaha Local Sales Agents

Syracuse Senator

These are still in the

Lead.

Winchester

Remember for \$1.00 per month we clean, adjust, repair punctures and keep your bicycle in good repair. This is a snap, and you should take advantage of it.

> Ak-Sar-Ben Cycle Co.

319 So. 15th St.

E

So if you want a good and true wheel, To eclipse them all this is the wheel. It is strong, yet a beautiful wheel, Twil carry you along like a giant of steel. E

WOLFE ELECTRICAL

Of all the whee's you ever saw Theic! pse wheel eclipses them all. You may ride, you may wheel, For they are all made of true steel.

And not a break-down will happen the wheel Although it is as light as a ginning wheel; But as strong as a water wheel, For sixteen men have stood on the wheel.

It's sheen is as bright as any you've seen, And is painted brown, black and green. The latter color is now to be seen. As you ride along on the Eclipse King.

614 CAPITAL AVE.

North Side Street

NOTICE Bicycle Riders

city has ever seen, having the

and adjoining cities

TITE SHALL spare no expense to make our Athletic and Bicycle Training Quarters the most

popular resort for wheelmen this Old Fair exclusive control of the Grounds

-one-half mile track for bicycle use. It is our intention to furnish a rendezvous for lovers of the bicycle that may watch the training of their favorites. Such stars as Will Pixley, Dad Holton, O. O. Hay-

man and Thompson, and several extremely fast men with whom we are now corresponding, will train with us. McCall, of A. L. Peane & Co., will also train with us. All in all we have the crack riders of the west, and as soon as men are in shape, will go for all state records. The public is invited to visit the track Tuesday and Saturday evenings. Also our salesrooms, where you will observe that the "King of Bicycles;" the "Munger," heads our family. A "Tribune" could not say more, even should the "World" ride a "Relay" faster than a "Deere,"

Buy your bicycle from a bicycle man, who will give you careful attention, which alone is worth s s to the new rider.

MORAL.—Buy drugs from a druggist. Riding Academy, dirt trackfree. Drob us a line and we will call with samples. Cash has the desired effect.

WILL BARNUM & BRO. Salesrooms, 15th and Capitol Ave., OMAHA,

200000000000000000

GENDRON VIKING ... BUY A PICYCLE

For it when you can buy a RELIANCE with as fine bearings as were ever put in a bicycle for \$61,75 Cash.

But Don't Pay \$100.00

A BELVIDERE, elegantly finished, adjustable bars, and up-to-date construction, for \$70.00 Cash.

. - SEE OUR - -

Children's Wheels.

\$25.00 will buy one for your boy or girl. LADIES TAUGHT FREE TO RIDE.

Nebraska Cycle Co., Cor. 15th and Harney Sts.,

ELDREDGE

GEO: E. MICKEL, Manager. CRAWFORD

FOR THE EYELING WORLD. A FELLOW FEELING

DESIRE OF EVERY CYCLIST. Why Not Ride?

. . . The Best People Ride Unions or Nationals. Why? Because they are the best wheels made. Slightly Us d W is We have a lot that we are closing out at from \$15.00 to \$50. other makes that we have taken in exchange—we want to get rid of them—will

sell them on easy terms. J. J. Deright, Manager. A. L. DEANE & CO.

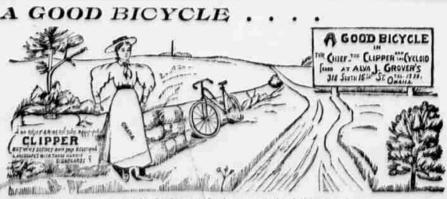
The Remington,

For a First Class, Up-to-Date Wheel. The Eurek 1

\$50.00 SPOT CASH

still keeps up-We're selling them every day.

Have you seen the dollar Cyclometer?-register-10,000 miles and does it accurately-Sells for only \$1.00. CROSS GUN CO., 116 SOUTH 15TH STREET.



ALVA J. GROVER.